

**Wm. G. Irwin & Co.**

—LIMITED—

Offer for Sale:

## REFINED SUGARS.

Cane and Granulated.

## PARAFFINE PAINT CO.'S

Paints, Compounds and Building Papers.

## PAINT OILS.

Lincoln—Raw and Boiled.  
Lincoln—Raw and Boiled.

## INDURINE.

Water-proof cold-water paint, inside and outside, in white and colors.

## FERTILIZERS

Alex. Cross & Sons' high-grade Scotch fertilizers, adapted for sugar cane and coffee.  
N. Ohlandt & Co.'s chemical fertilizers and finely ground Bonemesh.

## STEAM PIPE COVERING.

Reed's patent elastic sectional pipe covering.

## FILTER, PRESS, CLOTHS,

Linen and Jute.

## CEMENT, LIME &amp; BRICKS

## Agents For

WESTERN SUGAR REFINING CO.,  
San Francisco, Cal.BALDWIN LOCOMOTIVE WORKS,  
Philadelphia, Penn., U. S. A.NEWELL UNIVERSAL MILL CO.,  
(Mant. "National Cane Shredder")  
New York, U. S. A.OHLANDT & CO.,  
San Francisco, Cal.RISDON IRON AND LOCOMOTIVE  
WORKS,  
San Francisco, Cal.**Palolo Land and  
Improvement Co., Ltd.**

ROOM 8, MODEL BLOCK, PORT ST

Office Hours—10 to 12 A. M.

**A. F. COOKE MANAGER**

## Offers for Sale or Lease

1. TRACTS of 25 to 100 ACRES  
of land in Palolo Valley for building,  
farming or stock raising.2. BLOCKS of 16 BUILDING LOTS  
each 15000 square feet with streets all  
laid and lots cleared.3. SINGLE BUILDING LOTS in  
the valley or on the hill sides, 75x200  
and 100x150.4. 5 AND 10 ACRE Lots of CLAY  
SOILS suitable for making bricks,  
sewer pipe, flower pots, fire clay, etc.5. 500,000 TONS SHIP BALLAST  
ROCKS in quantities to suit, for sale  
in the quarry or delivered in town.6. ROCK QUARRIES of building  
stone for sale or lease. A good oppor-  
tunity for contractors and new build-  
ing firms to work or own their own  
quarry.7. Land suitable for SMALL FARM-  
ING, CHICKEN RANCHES, MOUN-  
TAIN HOMES, Etc., for sale or lease.8. ROAD METAL, CRUSHED  
ROCK for concrete work for sale in  
quantities to suit, by the yard or 100-  
000 yards. Special rates for large  
quantities.9. OPPORTUNITIES for contrac-  
tors to put up 30 to 40 cottages for rental  
and for a bus line to run as soon as  
buildings are erected.10. BEAUTIFUL SUBURBAN  
PROPERTY and sites for hotel pur-  
poses, three to four miles of the Post-  
office, for sale or lease on favorable  
terms.**ALONG THE  
WATER FRONT.**The Stranded Bark  
Saved by the Tugs  
and in Port.

PULLED OFF THE ROCKS YESTERDAY.

APPEARS NOT TO BE BADLY  
DAMAGED—LEAKING  
LITTLE.Bark Pactolus Arrives at Delaware  
Breakwater With Chief Of-  
ficer Dead—The Di-  
rigo Sails.The America Maru, Captain P. H.  
Gow, from San Francisco, arrived ear-  
ly yesterday afternoon, bringing mail  
and seven days' later news, but no  
passengers or freight for this port.While in San Francisco this trip the  
vessel's machinery and boilers were  
thoroughly overhauled and the steamer  
is in splendid condition.Nothing was heard in San Francisco  
regarding the taking of the boat as a  
transport on arrival in Japan. The  
steamer got away last night at mid-  
night.America Maru's Passenger List—For  
Yokohama: Mr. W. F. Becker, Mr.  
H. G. R. Coffman, Mr. W. S. Culver,  
Mrs. W. S. Culver, Mr. A. Eto, Mr. Y.  
Ozawa, Lt. J. H. Reeves, Mrs. W. S.  
Stone, 2 children and nurse, Dr. Emil  
Schworer, Mrs. Emil Schworer, Mr.  
K. Tajima, Mr. T. Takatsaji, Mr. S.  
Togo, Lt. G. S. Turner, Brig. Gen. J. S.  
Wilson, Mr. Arthur Young, For Na-  
gasaki: Mr. Fred McCormick, For  
Shanghai: Mr. W. W. Rockhill, Mrs.  
W. W. Rockhill, Mr. L. F. Millard, For  
Hongkong: Mr. S. W. Cotton, Mr. J.  
A. Lewandowski, Mrs. J. A. Lewandow-  
ski, Comdr. N. E. Miles, Mr. W. S.  
Smith, Mrs. W. S. Smith. Two Euro-  
pean steerage, 25 Japanese and 109 Chi-  
nese steerage.

## ALAMEDA'S TREASURE.

Officials of the Oceanic Steamship  
Company on the dock and aboard the  
steamship Alameda will feel consider-  
ably relieved this morning when the  
\$2,700,000 worth of golden sovereigns  
removed to the mint. The steamer did  
not get alongside the dock until after  
the banking hours so that the treasure  
had to be left on board over Sunday.The treasure is the most valuable that  
ever came to this port from Australia,  
and comes very nearly being the most  
valuable that ever crossed the Pacific.  
The responsibility of guarding it is very  
great. A dock boy by the name of Colburn,  
a strapping youth of twenty, was en-  
trusted with the duty of keeping guard  
at night on the way across. Just why  
he was selected nobody aboard the  
ship seems to know, except that he is  
known to be perfectly honest and does  
not seem to know what fear means.  
Every night during the trip across Col-  
burn sat on the steerage hatch with a  
revolver in his hand, and neither pas-  
sengers nor crew were permitted to vis-  
it that portion of the ship. Before en-  
tering and after leaving every port of  
call on the voyage the hatch was open-  
ed and the treasure boxes counted and  
carefully inspected to see that the  
seals had not been tampered with.Yesterday the guard of customs of-  
ficers was doubled on the Alameda.  
Two policemen also stood watch at the  
gang plank and none except the ship's  
officers were allowed on the dock.  
When the treasure was placed on board  
at Sydney it is said that more than a  
score of detectives and police officers  
in citizens' clothes mingled with the  
crowd on the dock—San Francisco  
Chronicle.

## THE DUNREGAN SAFE.

The British bark Dunregan was  
safely moored at old fishmarket wharf  
yesterday afternoon by the tug Fear-  
less.By the united efforts of the Fearless,  
Iroquois and Eleu she was pulled off  
the rocks at Diamond Head at four  
o'clock yesterday afternoon, after hav-  
ing been on the reef for about thirty-  
two hours.The tug Fearless stayed with the  
stranded vessel from eleven o'clock on  
Wednesday morning until the vessel  
was pulled out of her dangerous pre-  
dicament.It was through the untiring efforts of  
Captain Gilbert Brokaw of the Fearless  
that the bark was not a total loss. Had  
he left her Wednesday evening she  
would certainly have piled way up on  
the beach in the heavy sea that was  
rolling up against her during the night.  
The men sent out in the Cummins  
Wednesday night to jettison some of  
the cargo worked all night under the  
direction of Stevedore McLain and  
they have overboard about 150 tons of  
fire brick and cement. The ship was  
found to be making some water and  
a gang of men were put on the pumps,  
and their work lowered the water in  
the hold very greatly. The Fearless be-  
gan jerking at the vessel yesterday  
morning. She would back up and then  
go full speed ahead. This was kept up  
until 1:30 p. m. yesterday, when the  
fourteen-inch hawser parted. The Iro-  
quois, which had been provided with a  
hawser, was standing by when the  
Fearless' hawser parted, and put a line  
aboard the Dunregan, keeping her  
from working further ashore. At 2:30  
the Fearless had her line on the vessel  
again and the Eleu with Pilot Macar-  
ray in command came to the vessel  
from the Dirigo, which she had towed  
to sea. She hooked onto the Dunregan  
and then the three tugs layed down  
to the pull and by their united efforts  
the Dunregan was pulled slowly from  
the ledge on which she was resting  
into deep water. As the tugs felt they  
were moving the vessel they opened  
up their whistles and the engines were  
speeded to their utmost. After the  
Dunregan was off the reef the Iro-  
quois and Eleu left her to the Fearless  
to tow into port, the Iroquois standing  
by to render any assistance necessary.  
Early yesterday the steamer Mokoli

## TIDES, SUN AND MOON.

Day	Time	High Tide	Low Tide	Full Moon	New Moon
Mon.	6:15	1.9	1.9	1.9	1.9
Tues.	7:15	2.9	0.5	2.9	0.5
Wed.	8:21	3.9	0.5	3.9	0.5
Thurs.	9:29	4.9	0.5	4.9	0.5
Fri.	10:35	5.9	0.5	5.9	0.5
Sat.	11:41	6.9	0.5	6.9	0.5
Sun.	12:47	7.9	0.5	7.9	0.5
Mon.	13:53	8.9	0.5	8.9	0.5

Full moon on the 10th at 11 a. m.

## MOVEMENTS OF STEAMERS.

Steamers due and to sail today and  
for the next six days are as follows:

Steamers	From	Due
Alameda—S. F.	Aug. 15	Aug. 15
City of Peking—S. F.	Aug. 18	Aug. 18
Gaelic—S. F.	Aug. 22	Aug. 22
Australia—S. F.	Aug. 25	Aug. 25
Hongkong Maru—S. F.	Sept. 5	Sept. 5
Hongkong Maru—S. F.	Aug. 11	Aug. 11
China—S. F.	Aug. 17	Aug. 17
Doric—S. F.	Aug. 22	Aug. 22
Warrimoo—Victoria	Aug. 25	Aug. 25
Australia—S. F.	Sept. 4	Sept. 4

## DEPART.

Steamers	From	Due
Alameda—S. F.	Aug. 15	Aug. 15
City of Peking—S. F.	Aug. 18	Aug. 18
Gaelic—S. F.	Aug. 22	Aug. 22
Australia—S. F.	Aug. 25	Aug. 25
Hongkong Maru—S. F.	Sept. 5	Sept. 5
Hongkong Maru—S. F.	Aug. 11	Aug. 11
China—S. F.	Aug. 17	Aug. 17
Doric—S. F.	Aug. 22	Aug. 22
Warrimoo—Victoria	Aug. 25	Aug. 25
Australia—S. F.	Sept. 4	Sept. 4

## DEPART.

Steamers	From	Due
Alameda—S. F.	Aug. 15	Aug. 15
City of Peking—S. F.	Aug. 18	Aug. 18
Gaelic—S. F.	Aug. 22	Aug. 22
Australia—S. F.	Aug. 25	Aug. 25
Hongkong Maru—S. F.	Sept. 5	Sept. 5
Hongkong Maru—S. F.	Aug. 11	Aug. 11
China—S. F.	Aug. 17	Aug. 17
Doric—S. F.	Aug. 22	Aug. 22
Warrimoo—Victoria	Aug. 25	Aug. 25
Australia—S. F.	Sept. 4	Sept. 4

## DEPART.

Steamers	From	Due
Alameda—S. F.	Aug. 15	Aug. 15
City of Peking—S. F.	Aug. 18	Aug. 18
Gaelic—S. F.	Aug. 22	Aug. 22
Australia—S. F.	Aug. 25	Aug. 25
Hongkong Maru—S. F.	Sept. 5	Sept. 5
Hongkong Maru—S. F.	Aug. 11	Aug. 11
China—S. F.	Aug. 17	Aug. 17
Doric—S. F.	Aug. 22	Aug. 22
Warrimoo—Victoria	Aug. 25	Aug. 25
Australia—S. F.	Sept. 4	Sept. 4

## DEPART.

Steamers	From	Due
Alameda—S. F.	Aug. 15	Aug. 15
City of Peking—S. F.	Aug. 18	Aug. 18
Gaelic—S. F.	Aug. 22	Aug. 22
Australia—S. F.	Aug. 25	Aug. 25
Hongkong Maru—S. F.	Sept. 5	Sept. 5
Hongkong Maru—S. F.	Aug. 11	Aug. 11
China—S. F.	Aug. 17	Aug. 17
Doric—S. F.	Aug. 22	Aug. 22
Warrimoo—Victoria	Aug. 25	Aug. 25
Australia—S. F.	Sept. 4	Sept. 4

## DEPART.

Steamers	From	Due
Alameda—S. F.	Aug. 15	Aug. 15
City of Peking—S. F.	Aug. 18	Aug. 18
Gaelic—S. F.	Aug. 22	Aug. 22
Australia—S. F.	Aug. 25	Aug. 25
Hongkong Maru—S. F.	Sept. 5	Sept. 5
Hongkong Maru—S. F.	Aug. 11	Aug. 11
China—S. F.	Aug. 17	Aug. 17
Doric—S. F.	Aug. 22	Aug. 22
Warrimoo—Victoria	Aug. 25	Aug. 25
Australia—S. F.	Sept. 4	Sept. 4

## DEPART.

Steamers	From	Due
Alameda—S. F.	Aug. 15	Aug. 15
City of Peking—S. F.	Aug. 18	Aug. 18
Gaelic—S. F.	Aug. 22	Aug. 22
Australia—S. F.	Aug. 25	Aug. 25
Hongkong Maru—S. F.	Sept. 5	Sept. 5
Hongkong Maru—S. F.	Aug. 11	Aug. 11
China—S. F.	Aug. 17	Aug. 17
Doric—S. F.	Aug. 22	Aug. 22
Warrimoo—Victoria	Aug. 25	Aug. 25
Australia—S. F.	Sept. 4	Sept. 4

## DEPART.

Steamers	From	Due
Alameda—S. F.	Aug. 15	Aug. 15
City of Peking—S. F.	Aug. 18	Aug. 18
Gaelic—S. F.	Aug. 22	Aug. 22
Australia—S. F.	Aug. 25	Aug. 25
Hongkong Maru—S. F.	Sept. 5	Sept. 5
Hongkong Maru—S. F.	Aug. 11	Aug. 11
China—S. F.	Aug. 17	Aug. 17
Doric—S. F.	Aug. 22	Aug. 22
Warrimoo—Victoria	Aug. 25	Aug. 25
Australia—S. F.	Sept. 4	Sept. 4

## DEPART.

Steamers	From	Due
Alameda—S. F.	Aug. 15	Aug. 15
City of Peking—S. F.	Aug. 18	Aug. 18
Gaelic—S. F.	Aug. 22	Aug. 22
Australia—S. F.	Aug. 25	Aug. 25
Hongkong Maru—S. F.	Sept. 5	Sept. 5
Hongkong Maru—S. F.	Aug. 11	Aug. 11
China—S. F.	Aug. 17	Aug. 17
Doric—S. F.	Aug. 22	Aug. 22
Warrimoo—Victoria	Aug. 25	Aug. 25
Australia—S. F.	Sept. 4	Sept. 4

## DEPART.

Steamers	From	Due
Alameda—S. F.	Aug. 15	Aug. 15
City of Peking—S. F.	Aug. 18	Aug. 18
Gaelic—S. F.	Aug. 22	Aug. 22
Australia—S. F.	Aug. 25	Aug. 25
Hongkong Maru—S. F.	Sept. 5	Sept. 5
Hongkong Maru—S. F.	Aug. 11	Aug. 11
China—S. F.	Aug. 17	Aug. 17
Doric—S. F.	Aug. 22	Aug. 22
Warrimoo—Victoria	Aug. 25	Aug. 25
Australia—S. F.	Sept. 4	Sept. 4

## DEPART.

Steamers	From	Due
Alameda—S. F.	Aug. 15	Aug. 15
City of Peking—S. F.	Aug. 18	Aug. 18
Gaelic—S. F.	Aug. 22	Aug. 22
Australia—S. F.	Aug. 25	Aug. 25
Hongkong Maru—S. F.	Sept. 5	Sept. 5
Hongkong Maru—S. F.	Aug. 11	Aug. 11
China—S. F.	Aug. 17	Aug. 17
Doric—S. F.	Aug. 22	Aug. 22
Warrimoo—Victoria	Aug. 25	Aug. 25
Australia—S. F.	Sept. 4	Sept. 4

## DEPART.

Steamers	From	Due
Alameda—S. F.	Aug. 15	Aug. 15
City of Peking—S. F.	Aug. 18	Aug. 18
Gaelic—S. F.	Aug. 22	Aug. 22
Australia—S. F.	Aug. 25	Aug. 25
Hongkong Maru—S. F.	Sept. 5	Sept. 5
Hongkong Maru—S. F.	Aug. 11	Aug. 11
China—S. F.	Aug. 17	Aug. 17
Doric—S. F.	Aug. 22	Aug. 22
Warrimoo—Victoria	Aug. 25	Aug. 25
Australia—S. F.	Sept. 4	Sept. 4

## DEPART.

Steamers	From	Due
Alameda—S. F.	Aug. 15	Aug. 15
City of Peking—S. F.	Aug. 18	Aug. 18
Gaelic—S. F.	Aug. 22	Aug. 22
Australia—S. F.	Aug. 25	Aug. 25
Hongkong Maru—S. F.	Sept. 5	Sept. 5
Hongkong Maru—S. F.	Aug. 11	Aug. 11
China—S. F.	Aug. 17	Aug. 17
Doric—S. F.	Aug. 22	Aug. 22
Warrimoo—Victoria	Aug. 25	Aug. 25
Australia—S. F.	Sept. 4	Sept. 4

## DEPART.

Steamers	From	Due
Alameda—S. F.	Aug. 15	Aug. 15
City of Peking—S. F.	Aug. 18	Aug. 18
Gaelic—S. F.	Aug. 22	Aug. 22
Australia—S. F.	Aug. 25	Aug. 25
Hongkong Maru—S. F.	Sept. 5	Sept. 5
Hongkong Maru—S. F.	Aug. 11	Aug. 11
China—S. F.	Aug. 17	Aug. 17
Doric—S. F.	Aug. 22	Aug. 22
Warrimoo—Victoria	Aug. 25	Aug. 25
Australia—S. F.	Sept. 4	Sept. 4

## DEPART.

Steamers	From	Due
Alameda—S. F.	Aug. 15	Aug. 15
City of Peking—S. F.	Aug. 18	Aug. 18
Gaelic—S. F.	Aug. 22	Aug. 22
Australia—S. F.	Aug. 25	Aug. 25
Hongkong Maru—S. F.	Sept. 5	Sept. 5
Hongkong Maru—S. F.	Aug. 11	Aug. 11
China—S. F.	Aug. 17	Aug. 17
Doric—S. F.	Aug. 22	Aug. 22
Warrimoo—Victoria	Aug. 25	Aug. 25
Australia—S. F.	Sept. 4	Sept. 4

pany. Pacific Coast railroad men say  
that he may be able to "deliver the  
goods," and competitors are wondering  
what will happen in the event Hill  
makes good his promise. Under pre-  
sent conditions the price of hauling  
commodities from Mississippi river  
points to the Pacific Coast ranges from  
\$10 to \$15 per ton, without reference to  
transportation across the Pacific.It is stated that the Great Northern  
people are confident of their ability,  
with the rates named, to shut Califor-  
nia out of the China door trade and to  
monopolize the transportation of num-  
ber to trans-Pacific ports and over-  
land. It is conceded that the big north-  
ern railroad man proposes to "try out"  
his scheme, and the railroad men who  
are interested in the promotion of busi-  
ness for this port are figuring on what  
can be done to head off Hill in the  
event that his enterprise proves re-  
munerative and becomes an establish-  
ed service.One thing is declared to be certain,  
and that is that if Mr. Hill tries any  
such experiment on San Francisco he  
will stir up a transportation war the  
repercussions of which will be heard  
around the world, because it would be  
a paralysis for European commerce  
through the Suez canal.  
The advent of those big ships will be  
watched with a large lot of interest by  
shippers and transportation kings gen-  
erally.

## PACTOLUS ARRIVES.

The bark Pactolus, which arrived  
here early in February and after a very  
long stay in the harbor discharging  
coal and waiting for sugar and a crew,  
arrived at Delaware Breakwater July  
25. She left here April 16th, making  
the trip in 103 days. The chief officer  
died on the voyage and was buried at  
sea.

## SPOKEN.